

119TH CONGRESS  
1ST SESSION

# H. R. 4341

To require the Administrator of the Environmental Protection Agency to assess certain fees on shipping and other vessels, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

JULY 10, 2025

Ms. MATSUI (for herself and Mr. MULLIN) introduced the following bill; which was referred to the Committee on Energy and Commerce, and in addition to the Committees on Transportation and Infrastructure, Science, Space, and Technology, Natural Resources, and Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

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## A BILL

To require the Administrator of the Environmental Protection Agency to assess certain fees on shipping and other vessels, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “International Maritime  
5 Pollution Accountability Act of 2025”.

6 **SEC. 2. FINDINGS.**

7 Congress finds that—

1 (1) the greenhouse gas emissions from the ma-  
2 rine shipping industry—

3 (A) account for nearly 3 percent of total  
4 global anthropogenic carbon dioxide emissions;  
5 and

6 (B) are increasing rapidly; and

7 (2) ports are a large source of air pollution and  
8 contribute to poor air quality in the neighborhoods  
9 surrounding the ports, leading to worse health out-  
10 comes for those who live in those neighborhoods.

11 **SEC. 3. DEFINITIONS.**

12 In this Act:

13 (1) ADMINISTRATOR.—The term “Adminis-  
14 trator” means the Administrator of the Environ-  
15 mental Protection Agency.

16 (2) CALENDAR QUARTER.—The term “calendar  
17 quarter” means a period of 3 calendar months that  
18 ends on, as applicable, March 31, June 30, Sep-  
19 tember 30, or December 31 of the applicable cal-  
20 endar year.

21 (3) CARGO OR FREIGHT.—The term “cargo or  
22 freight” does not include—

23 (A) passengers transported for compensa-  
24 tion or hire;

1 (B) fuel intended for use in propelling or  
2 powering a vessel;

3 (C) ship's stores;

4 (D) sea stores; or

5 (E) the legitimate equipment necessary to  
6 the operation of a vessel.

7 (4) COVERED VOYAGE.—

8 (A) IN GENERAL.—The term “covered voy-  
9 age” means a voyage—

10 (i) made using a self-propelled vessel  
11 of 5,000 gross tonnage or more, the pri-  
12 mary purpose of which is transporting  
13 cargo or freight; and

14 (ii) that begins when the vessel leaves  
15 the port of origin and terminates when the  
16 offloading operations at the final port of  
17 call are completed.

18 (B) EXCEPTIONS.—The term “covered  
19 voyage” does not include a voyage—

20 (i) that has been included as an OCS  
21 source (as defined in subsection (a)(4) of  
22 section 328 of the Clean Air Act (42  
23 U.S.C. 7627)) because the voyage has the  
24 potential to emit any air pollutant as de-  
25 scribed in subparagraph (C)(i) of that sub-

1 section and is, as a result, regulated pursu-  
2 ant to that section;

3 (ii) made for the purposes of trans-  
4 porting military cargo, food aid, or sup-  
5 plies for disaster or emergency relief; or

6 (iii) made using a Jones Act vessel.

7 (5) CRITERIA AIR POLLUTANT.—The term “cri-  
8 teria air pollutant” is within the meaning of the  
9 Clean Air Act (42 U.S.C. 7401 et seq.).

10 (6) EXCLUSIVE ECONOMIC ZONE.—The term  
11 “exclusive economic zone” has the meaning given  
12 the term in section 107 of title 46, United States  
13 Code.

14 (7) FINAL PORT OF CALL.—The term “final  
15 port of call”, with respect to a covered voyage,  
16 means, as applicable—

17 (A) the port in the United States where  
18 the vessel making the covered voyage offloaded  
19 the last of the cargo or freight of the vessel ul-  
20 timately bound for the United States that was  
21 onboard the vessel on departure from the port  
22 of origin; or

23 (B) if the last of the cargo or freight of the  
24 vessel ultimately bound for the United States  
25 that was onboard the vessel on departure from

1 the port of origin is offloaded in a foreign port,  
2 the most recent port of call in the United  
3 States prior to offloading the last of the cargo  
4 or freight of the vessel that is ultimately bound  
5 for the United States.

6 (8) IMPORTER.—The term “importer” means 1  
7 of the parties that qualifies as an importer of record  
8 under section 484(a)(2)(B) of the Tariff Act of  
9 1930 (19 U.S.C. 1484(a)(2)(B)).

10 (9) INTERMEDIATE PORT.—The term “inter-  
11 mediate port”, with respect to a covered voyage,  
12 means each foreign port of call of the vessel of the  
13 covered voyage between the port of origin and the  
14 initial port of call of the vessel in the United States.

15 (10) INTERNAL WATERS.—The term “internal  
16 waters” has the meaning given the term in section  
17 2.24 of title 33, Code of Federal Regulations (or  
18 successor regulations).

19 (11) JONES ACT VESSEL.—The term “Jones  
20 Act vessel” means a documented vessel (as defined  
21 in section 106 of title 46, United States Code) with  
22 a coastwise endorsement under section 12112 of  
23 that title.

24 (12) PORT OF ORIGIN.—

1 (A) IN GENERAL.—The term “port of ori-  
2 gin”, with respect to a covered voyage, means  
3 the first port of the vessel making the covered  
4 voyage after departing which a majority (by  
5 mass) of the cargo or freight of the vessel is ul-  
6 timately bound for the United States.

7 (B) CLARIFICATION.—In the case in which  
8 a vessel, after departing a final port of call for  
9 a covered voyage, is carrying cargo the majority  
10 (by mass) of which is ultimately bound for the  
11 United States—

12 (i) the vessel shall be considered to be  
13 making a new covered voyage; and

14 (ii) the term “port of origin” for the  
15 new covered voyage shall be considered to  
16 be the same as the final port of call for the  
17 previous covered voyage.

18 (13) TERRITORIAL SEA.—The term “territorial  
19 sea” has the meaning given the term in section 2.22  
20 of title 33, Code of Federal Regulations (or suc-  
21 cessor regulations).

22 (14) ULTIMATELY BOUND FOR THE UNITED  
23 STATES.—The term “ultimately bound for the  
24 United States”, with respect to cargo or freight, in-  
25 cludes—

1 (A) all cargo or freight that is offloaded in  
2 the United States by a vessel making a covered  
3 voyage; and

4 (B) all cargo or freight that is—

5 (i) initially offloaded at an inter-  
6 mediate port; and

7 (ii) subsequently transported to the  
8 United States by sea, land, or air.

9 **SEC. 4. REPORTING REQUIREMENTS.**

10 (a) IN GENERAL.—Beginning on January 1, 2027,  
11 the operator of each covered voyage shall submit to the  
12 Administrator the information described in subsection (b).

13 (b) INFORMATION DESCRIBED.—The information re-  
14 ferred to in subsection (a), with respect to a covered voy-  
15 age, is—

16 (1) the port of origin;

17 (2) the total distance traveled from the port of  
18 origin to the final port of call;

19 (3) the total time spent traveling between the  
20 port of origin and the final port of call;

21 (4) the total mass of each type of fuel con-  
22 sumed between the port of origin and the final port  
23 of call;

1           (5) the total mass of cargo or freight trans-  
2           ported between the port of origin and the final port  
3           of call;

4           (6) each port of call in the United States;

5           (7) each intermediate port;

6           (8) the final port of call;

7           (9) the mass of cargo or freight on board the  
8           applicable vessel on leaving the port of origin;

9           (10) the percentage of cargo or freight (by  
10           mass) offloaded or unloaded at any intermediate  
11           port, as compared to the capacity of the applicable  
12           vessel and the load of the applicable vessel;

13           (11) the ultimate destination (by country) of  
14           cargo or freight offloaded at intermediate ports;

15           (12) the mass of cargo or freight on board the  
16           applicable vessel on arrival at or departure from, as  
17           applicable, each port of call in the United States;

18           (13) the total time spent in each port of call in  
19           the United States;

20           (14) the total period of time that the applicable  
21           vessel is connected to and reliant on the electrical  
22           grid while in port at a port of call in the United  
23           States;

24           (15) the total mass of each type of fuel con-  
25           sumed—

1 (A) in any port of call in the United  
2 States; and

3 (B) within the exclusive economic zone, the  
4 territorial sea, and the internal waters of the  
5 United States;

6 (16) the total period of time spent—

7 (A) north of 60 degrees north latitude; or

8 (B) south of 60 degrees south latitude;

9 (17) for each period described in paragraph  
10 (16), the total mass of each type of fuel consumed  
11 during that period; and

12 (18) any other information that the Adminis-  
13 trator determines is necessary to accurately deter-  
14 mine the amount of the fees assessed under sections  
15 5 and 6.

16 (c) DEADLINE.—The operator of a covered voyage  
17 shall submit the information required under subsection (a)  
18 for each covered voyage of the operator that ended during  
19 a calendar quarter by not later than 30 days after the  
20 end of that calendar quarter.

21 **SEC. 5. FEE ON LIFECYCLE CARBON DIOXIDE-EQUIVALENT**  
22 **EMISSIONS FROM CARGO VESSELS.**

23 (a) LIFECYCLE CO<sub>2</sub>-E EMISSIONS PROFILE FOR  
24 MARITIME FUELS.—Not later than January 1, 2027, the  
25 Administrator shall develop a lifecycle carbon dioxide-

1 equivalent (CO<sub>2</sub>-e) emissions profile for each fuel used in  
2 maritime shipping to express the emissions from the com-  
3 bustion of that fuel in carbon dioxide-equivalent per unit  
4 mass combusted.

5 (b) ASSESSMENT OF FEE.—

6 (1) IN GENERAL.—Beginning on January 1,  
7 2027, not later than 30 days after the date on which  
8 the Administrator receives from the operator of a  
9 covered voyage the information required to be sub-  
10 mitted under section 4(a), the Administrator shall  
11 assess on the operator a fee with respect to the cov-  
12 ered voyage in an amount determined in accordance  
13 with paragraph (2).

14 (2) AMOUNT OF FEE.—

15 (A) IN GENERAL.—Subject to subpara-  
16 graph (B) and subsection (d), the amount of a  
17 fee assessed under paragraph (1) with respect  
18 to a covered voyage shall be the total sum of,  
19 for each type of fuel consumed during the cov-  
20 ered voyage, the product obtained by multi-  
21 plying—

22 (i) the total mass of the fuel con-  
23 sumed during the covered voyage;

24 (ii) the carbon dioxide-equivalent  
25 emissions of the fuel, expressed in metric

1 tons per unit mass of fuel consumed, as  
2 determined under subsection (a); and

3 (iii) \$150.

4 (B) ADJUSTMENTS.—

5 (i) INFLATION.—Beginning in cal-  
6 endar year 2028, the Administrator shall  
7 annually increase the amount described in  
8 subparagraph (A)(iii) by the percentage  
9 that is equal to the sum obtained by add-  
10 ing—

11 (I) the rate of inflation, as deter-  
12 mined by the Administrator using the  
13 changes for the 12-month period end-  
14 ing the preceding November 30 in the  
15 Consumer Price Index for All Urban  
16 Consumers published by the Bureau  
17 of Labor Statistics of the Department  
18 of Labor; and

19 (II) 5 percentage points.

20 (ii) VOYAGES IN POLAR REGIONS.—  
21 For any portion of a covered voyage that  
22 involves travel north of 60 degrees north  
23 latitude or south of 60 degrees south lati-  
24 tude, the amount described in subpara-  
25 graph (A)(iii) with respect to fuel con-

1                   sumed during that portion of the voyage,  
2                   after adjustment under clause (i), if appli-  
3                   cable, shall be tripled.

4                   (iii)    CREDITING    AMOUNTS    PAID  
5                   UNDER GLOBAL ECONOMIC MEASURE.—

6                   (I)     DEFINITIONS.—In     this  
7                   clause:

8                   (aa) ANNEX VI.—The term  
9                   “Annex VI” means Annex VI of  
10                  the International Convention for  
11                  the Prevention of Pollution from  
12                  Ships, 1973 (if amended in a  
13                  substantially similar manner, as  
14                  determined by the Administrator,  
15                  to the draft regulations described  
16                  in Circular Letter No. 5005 of  
17                  the International Maritime Orga-  
18                  nization, dated April 11, 2025).

19                  (bb) REMEDIAL UNIT; SUR-  
20                  PLUS UNIT.—The terms “reme-  
21                  dial unit” and “surplus unit”  
22                  have the meanings given those  
23                  terms under section 3 of Regula-  
24                  tion 2 of Annex VI.

1 (II) ADJUSTMENT.—For any car-  
2 bon dioxide-equivalent emissions re-  
3 sulting from a covered voyage for  
4 which the operator owes a fee under  
5 Annex VI, or would owe a fee under  
6 Annex VI but for any surplus units  
7 obtained by the operator for the cov-  
8 ered voyage, the amount described in  
9 subparagraph (A)(iii), after adjust-  
10 ment under clauses (i) and (ii), if ap-  
11 plicable, shall be reduced by the appli-  
12 cable Tier 1 or Tier 2 remedial unit  
13 cost owed by the operator, or that  
14 would be owed by the operator but for  
15 the surplus units, for that portion of  
16 the covered voyage under Annex VI.

17 (3) DEADLINE.—A fee assessed under para-  
18 graph (1) shall be due and payable to the Adminis-  
19 trator not later than the later of—

20 (A) the date that is 30 days after the date  
21 on which the fee is assessed; and

22 (B) the end of the calendar year in which  
23 the fee is assessed.

1 (4) PENALTY.—If an operator fails to pay a fee  
2 assessed under paragraph (1) by the date described  
3 in paragraph (3)—

4 (A) the amount of the fee shall be in-  
5 creased by 20 percent; and

6 (B) for each consecutive 30-day period be-  
7 ginning after the date described in paragraph  
8 (3), the amount of the fee shall be increased by  
9 an additional 20 percent until the date on  
10 which the fee is paid to the Administrator.

11 (c) ALTERNATE FEE FOR IMPORTED CARGO.—

12 (1) DEFINITION OF QUALIFIED IMPORTING  
13 VOYAGE.—In this subsection, the term “qualified im-  
14 porting voyage” means a voyage made using a ves-  
15 sel—

16 (A) the primary purpose of which is trans-  
17 porting cargo or freight; and

18 (B) that, at a foreign port of call, offloads  
19 cargo or freight that is ultimately intended to  
20 be transported to the United States by sea,  
21 land, or air.

22 (2) REQUIREMENTS.—

23 (A) REPORTING.—

24 (i) IN GENERAL.—Beginning on Janu-  
25 ary 1, 2027, each importer for which a

1 qualified importing voyage has cargo or  
2 freight that is bound for the United States  
3 shall submit to the Administrator the in-  
4 formation described in subsection (b) of  
5 section 4 in accordance with that section  
6 (except as otherwise provided in clause  
7 (ii)).

8 (ii) TREATMENT.—For purposes of  
9 clause (i), any reference contained in sec-  
10 tion 4(b) to—

11 (I) the “final port of call” shall  
12 be considered to be a reference to the  
13 foreign port of call within which the  
14 cargo or freight of the importer was  
15 offloaded from the vessel;

16 (II) the “covered voyage” shall  
17 be considered to be a reference to the  
18 qualified importing voyage; and

19 (III) the “port of origin” shall be  
20 considered to be a reference to the  
21 port at which the cargo or freight  
22 bound for the United States was  
23 onboarded.

24 (B) FEE.—

1 (i) IN GENERAL.—Beginning on Janu-  
2 ary 1, 2027, not later than 30 days after  
3 the date on which the Administrator re-  
4 ceives from an importer described in sub-  
5 paragraph (A)(i) the information required  
6 to be submitted under that subparagraph,  
7 the Administrator shall assess on the im-  
8 porter the fee described in subsection (b)  
9 in accordance with that subsection, but the  
10 amount of that fee shall be adjusted as fol-  
11 lows:

12 (I) The amount of the fee shall  
13 be prorated for the share (by mass) of  
14 the cargo or freight on the vessel  
15 making the qualified importing voyage  
16 that is ultimately bound for the  
17 United States that is being imported  
18 by the importer.

19 (II) After the adjustment de-  
20 scribed in subclause (I), the amount  
21 of the fee shall be reduced by the  
22 amount of the fee, if any, otherwise  
23 assessed on the qualified importing  
24 voyage pursuant to subsection (b).

1                   (ii) TREATMENT.—For purposes of  
2                   clause (i), any reference in subsection (b)  
3                   to the “covered voyage” shall be considered  
4                   to be a reference to the qualified importing  
5                   voyage.

6                   (C) ENFORCEMENT.—An importer de-  
7                   scribed in subparagraph (A)(i) may not import  
8                   the cargo or freight from a qualified importing  
9                   voyage into the United States until the im-  
10                  porter—

11                   (i) submits the information required  
12                   under subparagraph (A); and

13                   (ii) pays the fee assessed under sub-  
14                   paragraph (B).

15                  (d) RECOGNITION OF FOREIGN POLLUTION FEES.—  
16                  If a vessel with cargo or freight ultimately bound for the  
17                  United States, or an operator of such a vessel, is subject  
18                  to a pollution-based fee by the country of the port of origin  
19                  of the vessel, any fee assessed on the operator of the vessel  
20                  or an importer with cargo or freight on that vessel under  
21                  this section shall be—

22                   (1) if the fee from the other country is equal  
23                   to or more than 50 percent of the fee that would  
24                   otherwise be assessed under this section, reduced by  
25                   50 percent; and

1           (2) if the fee from the other country is less  
2           than 50 percent of the fee that would otherwise be  
3           assessed under this section, reduced by an amount  
4           equal to the amount of the fee from the other coun-  
5           try.

6           (e) SUNSET PROVISION.—This section ceases to  
7           apply on the date on which the Administrator publishes  
8           in the Federal Register a determination that the Inter-  
9           national Maritime Organization or another agency of the  
10          United Nations has instituted and is enforcing a global  
11          fee on lifecycle carbon dioxide-equivalent emissions from  
12          operators of covered voyages that is in an amount equal  
13          to or greater than the fees assessed for a covered voyage  
14          under this section.

15       **SEC. 6. FEES ON CRITERIA AIR POLLUTANTS.**

16          (a) EMISSIONS PROFILE.—Not later than January 1,  
17          2027, the Administrator shall develop a lifecycle emissions  
18          profile for each fuel used in maritime shipping to express  
19          the emissions from the combustion of that fuel of each  
20          of nitrogen oxides, sulfur dioxide, and fine particulate  
21          matter (PM<sub>2.5</sub>) per unit mass combusted.

22          (b) ASSESSMENT OF FEE.—

23                  (1) IN GENERAL.—Beginning on January 1,  
24                  2027, not later than 30 days after the date on which  
25                  the Administrator receives from the operator of a

1 covered voyage the information required to be sub-  
2 mitted under section 4(a), the Administrator shall  
3 assess on the operator a fee with respect to the cov-  
4 ered voyage in an amount determined in accordance  
5 with paragraph (2).

6 (2) AMOUNT OF FEE.—

7 (A) IN GENERAL.—Subject to subpara-  
8 graph (B), the amount of a fee assessed under  
9 paragraph (1) shall be the total sum of, for  
10 each type of fuel consumed during the covered  
11 voyage—

12 (i) the product obtained by multi-  
13 plying—

14 (I) the total mass of the fuel con-  
15 sumed during the covered voyage  
16 within the exclusive economic zone,  
17 the territorial sea, and the internal  
18 waters of the United States;

19 (II) the quantity of nitrogen ox-  
20 ides emitted by the consumption of  
21 the fuel, expressed in pounds per unit  
22 mass of fuel consumed, as determined  
23 under subsection (a); and

24 (III) \$6.30;

1 (ii) the product obtained by multi-  
2 plying—

3 (I) the total mass of the fuel con-  
4 sumed during the covered voyage  
5 within the exclusive economic zone,  
6 the territorial sea, and the internal  
7 waters of the United States;

8 (II) the quantity of sulfur dioxide  
9 emitted by the consumption of the  
10 fuel, expressed in pounds per unit  
11 mass of fuel consumed, as determined  
12 under subsection (a); and

13 (III) \$18; and

14 (iii) the product obtained by multi-  
15 plying—

16 (I) the total mass of the fuel con-  
17 sumed during the covered voyage  
18 within the exclusive economic zone,  
19 the territorial sea, and the internal  
20 waters of the United States;

21 (II) the quantity of fine particu-  
22 late matter emitted by the consump-  
23 tion of the fuel, expressed in pounds  
24 per unit mass of fuel consumed, as  
25 determined under subsection (a); and

1 (III) \$38.90.

2 (B) INFLATION ADJUSTMENT.—Beginning  
3 in calendar year 2028, the Administrator shall  
4 annually increase the amounts described in  
5 clauses (i)(III), (ii)(III), and (iii)(III) of sub-  
6 paragraph (A) by the percentage that is equal  
7 to the sum obtained by adding—

8 (i) the rate of inflation, as determined  
9 by the Administrator using the changes for  
10 the 12-month period ending the preceding  
11 November 30 in the Consumer Price Index  
12 for All Urban Consumers published by the  
13 Bureau of Labor Statistics of the Depart-  
14 ment of Labor; and

15 (ii) 5 percentage points.

16 (3) DEADLINE.—A fee assessed under para-  
17 graph (1) shall be due and payable to the Adminis-  
18 trator not later than the later of—

19 (A) the date that is 30 days after the date  
20 on which the fee is assessed; and

21 (B) the end of the calendar year in which  
22 the fee is assessed.

23 (4) PENALTY.—If an operator fails to pay a fee  
24 assessed under paragraph (1) by the date described  
25 in paragraph (3)—

1 (A) the amount of the fee shall be in-  
2 creased by 20 percent; and

3 (B) for each consecutive 30-day period be-  
4 ginning after the date described in paragraph  
5 (3), the amount of the fee shall be increased by  
6 an additional 20 percent until the date on  
7 which the fee is paid to the Administrator.

8 **SEC. 7. DECARBONIZING SHIPPING AND PORTS.**

9 (a) MODERNIZING THE JONES ACT FLEET.—

10 (1) DEFINITIONS.—In this subsection:

11 (A) ADMINISTRATOR.—The term “Admin-  
12 istrator” means the Administrator of the Mari-  
13 time Administration.

14 (B) LOW-CARBON FUEL.—The term “low-  
15 carbon fuel” means a marine fuel the lifecycle  
16 carbon dioxide-equivalent emissions of which is  
17 at least 90 percent less than the lifecycle carbon  
18 dioxide-equivalent emissions of marine fuel oil.

19 (C) PROGRAM.—The term “program”  
20 means the program established under para-  
21 graph (2).

22 (D) VESSEL OF THE UNITED STATES.—  
23 The term “vessel of the United States” has the  
24 meaning given the term in section 116 of title  
25 46, United States Code.

1           (2) ESTABLISHMENT.—For fiscal year 2029  
2           and each fiscal year thereafter, there are appro-  
3           priated, out of any funds in the Treasury not other-  
4           wise appropriated, to the Maritime Administration  
5           an amount equal to 25 percent of the amounts col-  
6           lected pursuant to fees assessed under sections 5  
7           and 6 during the previous calendar year to award  
8           grants, rebates, and low-interest loans, as deter-  
9           mined appropriate by the Administrator, to eligible  
10          entities—

11                 (A) to replace existing Jones Act vessels  
12                 that use marine fuel oil for propulsion power  
13                 with vessels that are exclusively propelled using  
14                 batteries, low-carbon fuels, or other zero-emis-  
15                 sions technologies; or

16                 (B) to retrofit existing Jones Act vessels  
17                 that use marine fuel oil for propulsion power  
18                 into vessels that are exclusively propelled using  
19                 batteries, low-carbon fuels, or other zero-emis-  
20                 sions technologies.

21           (3) MODELED OFF DIESEL EMISSIONS REDUC-  
22           TION ACT.—To the extent practicable, the Adminis-  
23           trator shall develop an application process, provide  
24           public notification, inform eligible entities of zero-  
25           emissions technologies, and submit to Congress an

1 evaluation and report on the efficacy of the program  
2 in a manner similar to the national grant program  
3 of the Administrator of the Environmental Protec-  
4 tion Agency under subtitle G of title VII of the En-  
5 ergy Policy Act of 2005 (42 U.S.C. 16131 et seq.).

6 (4) ELIGIBLE ENTITIES.—An entity eligible for  
7 an award under the program is an owner of a Jones  
8 Act vessel that currently uses marine fuel oil for  
9 propulsion power.

10 (5) SELECTION.—

11 (A) APPLICATION.—An eligible entity seek-  
12 ing an award under the program shall submit  
13 to the Administrator an application at such  
14 time, in such manner, and containing such in-  
15 formation as the Administrator may require,  
16 which shall include a certification that an award  
17 under the program will be used, as applicable—

18 (i) to purchase, or enter into a con-  
19 tract for the construction of, a vessel that  
20 exclusively uses a battery or low-carbon  
21 fuels for all propulsion power; or

22 (ii) to retrofit an existing Jones Act  
23 vessel that uses marine fuel oil for propul-  
24 sion power into a vessel that is propelled  
25 using batteries or low-carbon fuels.

1 (B) PRIORITY.—In selecting the recipients  
2 of awards under the program, the Adminis-  
3 trator shall give priority to entities the replace-  
4 ment or retrofit of whose vessels would—

5 (i) maximize the reduction of green-  
6 house gas emissions;

7 (ii) maximize the public health bene-  
8 fits from the reduction of criteria air pol-  
9 lutants;

10 (iii) maximize water quality in ports  
11 and other bodies of water;

12 (iv) maximize public health and envi-  
13 ronmental benefits from every dollar spent  
14 under the program; and

15 (v) alleviate air pollution in poor air  
16 quality areas, including—

17 (I) areas identified by the Ad-  
18 ministrator of the Environmental Pro-  
19 tection Agency as in nonattainment or  
20 maintenance of national ambient air  
21 quality standards promulgated under  
22 section 109 of the Clean Air Act (42  
23 U.S.C. 7409) for criteria air pollut-  
24 ants; and

1 (II) other areas that receive a  
2 disproportionate quantity of air pollu-  
3 tion, as determined by the Adminis-  
4 trator of the Environmental Protec-  
5 tion Agency.

6 (6) CLAWBACK.—If the Administrator deter-  
7 mines that the recipient of an award under the pro-  
8 gram has violated the certification required under  
9 paragraph (5)(A), the Administrator shall seek reim-  
10 bursement of the full amount of the award provided  
11 to the recipient.

12 (7) MODERNIZING VESSELS OF THE UNITED  
13 STATES.—If the Administrator determines that no  
14 existing Jones Act vessels are eligible to receive  
15 funding under the program, for the duration of that  
16 determination, paragraphs (2) through (6) shall be  
17 applied by substituting “vessel of the United States”  
18 for “Jones Act vessel”.

19 (8) PROGRAM ADMINISTRATION.—Of the  
20 amounts made available under paragraph (2) each  
21 fiscal year, the Administrator may use not more  
22 than 1 percent for the management and oversight of  
23 the program.

1 (b) RESEARCH AND DEVELOPMENT FOR LOW-CAR-  
2 BON MARITIME FUELS AND LOW-EMISSION MARITIME  
3 TECHNOLOGIES.—

4 (1) DEFINITION OF ELIGIBLE ENTITY.—In this  
5 subsection, the term “eligible entity” means—

6 (A) a State (including the District of Co-  
7 lumbia and territories of the United States), re-  
8 gional, local, or Tribal government;

9 (B) a maritime shipping or logistics com-  
10 pany;

11 (C) a port authority;

12 (D) an accredited institution of higher edu-  
13 cation;

14 (E) a research institution;

15 (F) a person engaged in the production,  
16 transportation, blending, or storage of sustain-  
17 able maritime fuel in the United States or feed-  
18 stocks in the United States that may be used  
19 to produce sustainable maritime fuel;

20 (G) a person engaged in the development,  
21 demonstration, or application of low-emission  
22 maritime technologies; and

23 (H) a nonprofit entity or nonprofit Consor-  
24 tium with experience in sustainable maritime

1 fuels, low-emission maritime technologies, or  
2 other clean transportation research programs.

3 (2) ESTABLISHMENT.—For fiscal year 2029  
4 and each fiscal year thereafter, there are appro-  
5 priated, out of any funds in the Treasury not other-  
6 wise appropriated, to the Department of Energy an  
7 amount equal to 25 percent of the amounts collected  
8 pursuant to fees assessed under sections 5 and 6  
9 during the previous calendar year to award competi-  
10 tive grants to eligible entities to carry out projects  
11 in the United States—

12 (A) to produce, transport, blend, or store  
13 low-carbon maritime fuels; or

14 (B) to develop, demonstrate, or apply low-  
15 emission maritime technologies.

16 (3) PRIORITY.—In awarding grants under the  
17 program established under paragraph (2), the Sec-  
18 retary of Energy shall give priority to projects that  
19 maximize—

20 (A) the domestic production and deploy-  
21 ment of sustainable maritime fuels or the use of  
22 low-emission maritime technologies in commer-  
23 cial maritime;

24 (B) reductions in greenhouse gas emis-  
25 sions;

1 (C) public health benefits from criteria air  
2 pollutant reductions;

3 (D) water quality in ports and other bodies  
4 of water;

5 (E) public health and environmental bene-  
6 fits from every dollar spent under that pro-  
7 gram; and

8 (F) the creation of new jobs in the United  
9 States.

10 (4) PROGRAM ADMINISTRATION.—Of the  
11 amounts made available under paragraph (2) each  
12 fiscal year, the Administrator may use not more  
13 than 1 percent for the management and oversight of  
14 the program established under that paragraph.

15 (c) WORKFORCE DEVELOPMENT.—

16 (1) DEFINITIONS.—In this subsection:

17 (A) LOW-CARBON FUEL.—The term “low-  
18 carbon fuel” means a marine fuel the lifecycle  
19 carbon dioxide-equivalent emissions of which is  
20 at least 90 percent less than the lifecycle carbon  
21 dioxide-equivalent emissions of marine fuel oil.

22 (B) MARITIME ACADEMY.—The term  
23 “maritime academy” means—

24 (i) the United States Merchant Ma-  
25 rine Academy;

1 (ii) a State maritime academy; and  
2 (iii) a center of excellence for domestic  
3 maritime workforce training and education  
4 designated under section 51706(a) of title  
5 46, United States Code.

6 (C) PROGRAM.—The term “program”  
7 means the program established under para-  
8 graph (2).

9 (D) ZERO-EMISSION PORT EQUIPMENT OR  
10 TECHNOLOGY.—The term “zero-emission port  
11 equipment or technology” has the meaning  
12 given the term in section 133(d) of the Clean  
13 Air Act (42 U.S.C. 7433(d)) (as in effect on  
14 January 1, 2025).

15 (2) ESTABLISHMENT.—For fiscal year 2029  
16 and each fiscal year thereafter, there are appro-  
17 priated, out of any funds in the Treasury not other-  
18 wise appropriated, to the Environmental Protection  
19 Agency an amount equal to 5 percent of the  
20 amounts collected pursuant to fees assessed under  
21 sections 5 and 6 during the previous calendar year  
22 to award grants and rebates to support workforce  
23 training and development for the maintenance and  
24 operation of zero-emission port equipment or tech-  
25 nology and vessels that are propelled using batteries

1 or low-carbon fuels, including training, program-  
2 ming, and curriculum development at maritime  
3 academies on the maintenance and operation of  
4 zero-emission port equipment or technology and ves-  
5 sels that are propelled using batteries or low-carbon  
6 fuels.

7 (3) ELIGIBLE ENTITIES.—An entity eligible to  
8 receive an award under the program is—

9 (A) a State (including the District of Co-  
10 lumbia and territories of the United States), re-  
11 gional, local, or Tribal agency that has jurisdic-  
12 tion over a port authority or a port;

13 (B) a port authority;

14 (C) an air pollution control agency;

15 (D) a maritime academy; and

16 (E) a private entity that—

17 (i) applies for a grant under this sub-  
18 section in partnership with an entity de-  
19 scribed in any of subparagraphs (A)  
20 through (D); and

21 (ii) owns, operates, or uses—

22 (I) vessels, the primary purpose  
23 of which are transporting cargo or  
24 freight, that are propelled using bat-  
25 teries or low-carbon fuels; or

1 (II) the facilities, cargo-handling  
2 equipment, transportation equipment,  
3 or related technology of a port.

4 (4) APPLICATION.—An eligible entity seeking  
5 an award under the program shall submit to the Ad-  
6 ministrator an application at such time, in such  
7 manner, and containing such information as the Ad-  
8 ministrator may require.

9 (5) PROGRAM ADMINISTRATION.—Of the  
10 amounts made available under paragraph (2) each  
11 fiscal year, the Administrator may use not more  
12 than 1 percent for the management and oversight of  
13 the program.

14 (d) HARBOR CRAFT ELECTRIFICATION.—

15 (1) ESTABLISHMENT.—For fiscal year 2029  
16 and each fiscal year thereafter, there are appro-  
17 priated, out of any funds in the Treasury not other-  
18 wise appropriated, to the Environmental Protection  
19 Agency an amount equal to 10 percent of the  
20 amounts collected pursuant to fees assessed under  
21 sections 5 and 6 during the previous calendar year  
22 to award grants, rebates, or low-interest loans, as  
23 determined appropriate by the Administrator—

1 (A) to replace or retrofit existing harbor  
2 craft, except for ferry vessels, with vessels that  
3 use batteries for all propulsion power; and

4 (B) to support workforce development and  
5 training to support the maintenance, charging,  
6 fueling, and operation of vessels described in  
7 subparagraph (A).

8 (2) MODELED OFF DIESEL EMISSIONS REDUC-  
9 TION ACT.—To the extent practicable, the Adminis-  
10 trator shall develop an application process, provide  
11 public notification, inform eligible entities of zero-  
12 emissions technologies, and submit to Congress an  
13 evaluation and report on the efficacy of the program  
14 established under paragraph (1) in a manner similar  
15 to the national grant program of the Administrator  
16 under subtitle G of title VII of the Energy Policy  
17 Act of 2005 (42 U.S.C. 16131 et seq.).

18 (3) ELIGIBLE ENTITIES.—An entity eligible to  
19 receive an award under the program established  
20 under paragraph (1) is—

21 (A) a State (including the District of Co-  
22 lumbia and territories of the United States), re-  
23 gional, local, or Tribal agency that has jurisdic-  
24 tion over a port authority or a port;

25 (B) a port authority; and

1 (C) a private entity that—

2 (i) applies for an award under this  
3 subsection in partnership with an entity  
4 described in subparagraph (A) or (B); and

5 (ii) owns, operates, or uses harbor  
6 craft, except for ferry vessels.

7 (4) SELECTION.—

8 (A) APPLICATION.—An eligible entity seek-  
9 ing an award under the program established  
10 under paragraph (1) shall submit to the Admin-  
11 istrator an application at such time, in such  
12 manner, and containing such information as the  
13 Administrator may require, which shall include  
14 a certification that an award under the program  
15 will be used to purchase a vessel that exclu-  
16 sively uses a battery for all propulsion power.

17 (B) PRIORITY.—In selecting the recipients  
18 of awards under the program established under  
19 paragraph (1), the Administrator shall give pri-  
20 ority to entities the replacement or retrofit of  
21 whose harbor crafts with vessels that use bat-  
22 teries for all propulsion power would—

23 (i) maximize the reduction of green-  
24 house gas emissions;

1 (ii) maximize the public health bene-  
2 fits from the reduction of criteria air pol-  
3 lutants;

4 (iii) maximize water quality in ports  
5 and other bodies of water;

6 (iv) maximize public health and envi-  
7 ronmental benefits from every dollar spent  
8 under the program; and

9 (v) alleviate air pollution in poor air  
10 quality areas, including—

11 (I) areas identified by the Ad-  
12 ministrator as in nonattainment or  
13 maintenance of national ambient air  
14 quality standards promulgated under  
15 section 109 of the Clean Air Act (42  
16 U.S.C. 7409) for criteria air pollut-  
17 ants; and

18 (II) other areas that receive a  
19 disproportionate quantity of air pollu-  
20 tion, as determined by the Adminis-  
21 trator.

22 (5) CLAWBACK.—If the Administrator deter-  
23 mines that the recipient of an award under the pro-  
24 gram established under paragraph (1) has violated  
25 the certification required under paragraph (4)(A),

1 the Administrator shall seek reimbursement of the  
2 full amount of the award provided to the recipient.

3 (6) PROGRAM ADMINISTRATION.—Of the  
4 amounts made available under paragraph (1) each  
5 fiscal year, the Administrator may use not more  
6 than 1 percent for the management and oversight of  
7 the program established under that paragraph.

8 (e) FERRY ELECTRIFICATION.—

9 (1) ESTABLISHMENT.—For fiscal year 2029  
10 and each fiscal year thereafter, there are appro-  
11 priated, out of any funds in the Treasury not other-  
12 wise appropriated, to the Environmental Protection  
13 Agency an amount equal to 10 percent of the  
14 amounts collected pursuant to fees assessed under  
15 sections 5 and 6 during the previous calendar year  
16 to award grants, rebates, or low-interest loans, as  
17 determined appropriate by the Administrator—

18 (A) to replace or retrofit existing ferry or  
19 crew vessels with vessels that use batteries for  
20 all propulsion power; and

21 (B) to support workforce development and  
22 training to support the maintenance, charging,  
23 fueling, and operation of vessels described in  
24 subparagraph (A) that use batteries for all pro-  
25 pulsion power.

1           (2) MODELED OFF DIESEL EMISSIONS REDUC-  
2           TION ACT.—To the extent practicable, the Adminis-  
3           trator shall develop an application process, provide  
4           public notification, inform eligible entities of zero-  
5           emissions technologies, and submit to Congress an  
6           evaluation and report on the efficacy of the program  
7           established under paragraph (1) in a manner similar  
8           to the national grant program of the Administrator  
9           under subtitle G of title VII of the Energy Policy  
10          Act of 2005 (42 U.S.C. 16131 et seq.).

11          (3) ELIGIBLE ENTITIES.—An entity eligible to  
12          receive an award under the program established  
13          under paragraph (1) is—

14                (A) a State (including the District of Co-  
15                lumbia and territories of the United States), re-  
16                gional, local, or Tribal agency that has jurisdic-  
17                tion over a ferry line;

18                (B) a port authority; and

19                (C) a private entity that—

20                    (i) applies for an award under this  
21                    subsection in partnership with an entity  
22                    described in subparagraph (A) or (B); and

23                    (ii) owns, operates, or uses ferry or  
24                    crew vessels.

25          (4) SELECTION.—

1 (A) APPLICATION.—An eligible entity seek-  
2 ing an award under the program established  
3 under paragraph (1) shall submit to the Admin-  
4 istrator an application at such time, in such  
5 manner, and containing such information as the  
6 Administrator may require, which shall include  
7 a certification that an award under the program  
8 will be used to purchase a vessel that exclu-  
9 sively uses a battery for all propulsion power.

10 (B) PRIORITY.—In selecting the recipients  
11 of awards under the program established under  
12 paragraph (1), the Administrator shall give pri-  
13 ority to entities the replacement or retrofit of  
14 whose ferry or crew vessels with vessels that use  
15 batteries for all propulsion power would—

16 (i) maximize the reduction of green-  
17 house gas emissions;

18 (ii) maximize the public health bene-  
19 fits from the reduction of criteria air pol-  
20 lutants;

21 (iii) maximize water quality in ports  
22 and other bodies of water;

23 (iv) maximize public health and envi-  
24 ronmental benefits from every dollar spent  
25 under the program; and

1 (v) alleviate air pollution in poor air  
2 quality areas, including—

3 (I) areas identified by the Ad-  
4 ministrator as in nonattainment or  
5 maintenance of national ambient air  
6 quality standards promulgated under  
7 section 109 of the Clean Air Act (42  
8 U.S.C. 7409) for criteria air pollut-  
9 ants; and

10 (II) other areas that receive a  
11 disproportionate quantity of air pollu-  
12 tion, as determined by the Adminis-  
13 trator.

14 (5) CLAWBACK.—If the Administrator deter-  
15 mines that the recipient of an award under the pro-  
16 gram established under paragraph (1) has violated  
17 the certification required under paragraph (4)(A),  
18 the Administrator shall seek reimbursement of the  
19 full amount of the award provided to the recipient.

20 (6) PROGRAM ADMINISTRATION.—Of the  
21 amounts made available under paragraph (1) each  
22 fiscal year, the Administrator may use not more  
23 than 1 percent for the management and oversight of  
24 the program established under that paragraph.

1 (f) INCREASED AIR MONITORING IN PORT COMMU-  
2 NITIES.—

3 (1) ESTABLISHMENT.—For fiscal year 2029  
4 and each fiscal year thereafter, there are appro-  
5 priated, out of any funds in the Treasury not other-  
6 wise appropriated, to the Environmental Protection  
7 Agency an amount equal to 5 percent of the  
8 amounts collected pursuant to fees assessed under  
9 sections 5 and 6 during the previous calendar year  
10 to provide grants, rebates, or low-interest loans, as  
11 determined appropriate by the Administrator, to cre-  
12 ate fenceline air monitoring at port boundaries and  
13 in communities located within 1 mile of a port  
14 boundary.

15 (2) ELIGIBLE ENTITIES.—An entity eligible to  
16 receive an award under the program established  
17 under paragraph (1) is—

18 (A) a State (including the District of Co-  
19 lumbia and territories of the United States), re-  
20 gional, local, or Tribal government;

21 (B) a State (including the District of Co-  
22 lumbia and territories of the United States), re-  
23 gional, local, or Tribal agency that has jurisdic-  
24 tion over a port authority or port;

25 (C) a port authority;

1 (D) an air pollution control agency; and

2 (E) a nonprofit entity or nonprofit consor-  
3 tium with experience in air pollution moni-  
4 toring.

5 (3) APPLICATION.—An eligible entity seeking  
6 an award under the program established under para-  
7 graph (1) shall submit to the Administrator an ap-  
8 plication at such time, in such manner, and con-  
9 taining such information as the Administrator may  
10 require.

11 (4) PROGRAM ADMINISTRATION.—Of the  
12 amounts made available under paragraph (1) each  
13 fiscal year, the Administrator may use not more  
14 than 1 percent for the management and oversight of  
15 the program established under that paragraph.

16 (g) FUNDING OF EXISTING PROGRAMS.—

17 (1) CLEAN PORTS PROGRAM.—For fiscal year  
18 2029 and each fiscal year thereafter, there are ap-  
19 propriated, out of any funds in the Treasury not  
20 otherwise appropriated, to the Environmental Pro-  
21 tection Agency an amount equal to 15 percent of the  
22 amounts collected pursuant to fees assessed under  
23 sections 5 and 6 during the previous calendar year  
24 to carry out the program established under section  
25 133 of the Clean Air Act (42 U.S.C. 7433).

1           (2) OCEANS AND COASTAL SECURITY.—For fis-  
2 cal year 2029 and each fiscal year thereafter, there  
3 are appropriated, out of any funds in the Treasury  
4 not otherwise appropriated, to the National Oceanic  
5 and Atmospheric Administration an amount equal to  
6 3 percent of the amounts collected pursuant to fees  
7 assessed under sections 5 and 6 during the previous  
8 calendar year for deposit into the National Oceans  
9 and Coastal Security Fund established under section  
10 904(a) of the National Oceans and Coastal Security  
11 Act (16 U.S.C. 7503(a)).

12           (3) MARINE DEBRIS FOUNDATION.—For fiscal  
13 year 2029 and each fiscal year thereafter, there are  
14 appropriated, out of any funds in the Treasury not  
15 otherwise appropriated, to the Department of Com-  
16 merce an amount equal to 2 percent of the amounts  
17 collected pursuant to fees assessed under sections 5  
18 and 6 during the previous calendar year to carry out  
19 subtitle B of title I of the Save Our Seas 2.0 Act  
20 (33 U.S.C. 4211 et seq.).

○